

FD-676

CLASSIFICATION <u>CONFIDENTIAL</u>		SECURITY INFORMATION <u>[REDACTED]</u>
COUNTRY <u>Hungary</u>	REPORT NO. <u>[REDACTED]</u>	
TOPIC <u>Matyasfoeld Airfield</u>	25X1A	
EVALUATION <u>25X1A [REDACTED] (except as noted)</u>	PLACE OBTAINED <u>[REDACTED]</u>	25X1A
DATE OF CONTENT <u>[REDACTED]</u>	25X1A	
DATE OBTAINED <u>[REDACTED]</u>	28 September 1953	
REFERENCES <u>[REDACTED]</u>		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>[REDACTED]</u>	
REMARKS <u>[REDACTED]</u>		
25X1X		

1. In the fall of 1952, the inns in the vicinity of Matyasfoeld (Q 48/H 62) were frequented by Hungarian soldiers who wore light-blue service colors and propeller and wing insignia. These soldiers stated that they were students of an Air Force school located at Matyasfoeld airfield. Light aircraft were frequently seen over Matyasfoeld.¹

2. In October 1952, the Central Air Force Depot (központi repülőszertár) was located at the field. 25X1C

The personnel assigned to the depot wore blue service color and Air Force insignia.

The superior headquarters of the Central Air Force Depot was the Supply Division of the Air Force Department of the Honved Ministry. This supply division included special aircraft, fuel and clothing sections. The Air Force Department was located in the buildings of the Honved Ministry on Honved Utca, Budapest.

3. The Central Air Force Depot consisted of a headquarters, the acceptance department, the storage department and the motor transport section. The acceptance department had the mission of accepting completed aircraft and aircraft parts. The storage department was charged with the storage of aircraft and aircraft parts and with the keeping of records for aircraft in use with Hungarian Air Force units. Flying suits and navigational equipment besides engines and aircraft parts of all types were stored at the depot. The motor transport section comprised one leader, 20 workers charged with loading operations, 3 truck drivers and 3 trucks. The motor transport section had the mission of hauling aircraft and aircraft parts from aircraft factories to the depot and from the depot to the air units. The organization and missions of the Central Air Force Depot allegedly did not change after 1950.¹

4. In the fall of 1950, the Central Aircraft Repair Work Shop moved from Matyasfoeld airfield to Szekesfehervar - Sosto (Q 48/E 09) airfield. At the same time, the repair shop became a civil enterprise which was renamed Szekesfehervar Motor Vehicle Repair Shop (szekesfehervari járműjavító vállalat). 25X1A

CONFIDENTIAL

- 2 -

25X1A

25X1A

1. **Comment.** Information available on the occupation of Matyasfoeld airfield is contradictory. On the basis of all available information it is believed that the field is occupied by the central depot of the Hungarian Air Force and a Hungarian air force unit. Information on the existence of a supply division within the Air Force Department of the Honved Ministry is received for the first time. The information on the transfer of the Central Air Force Repair Work Shop to Szekesfehervar-Sosto and its conversion into a civil enterprise cannot be verified.

CONFIDENTIAL